ROYAL CANADIAN MOUNTED POLICE
Headquarters "J" Division

Fredericton, N. B.
14 Feb 58

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The Honourable,
The Attorney General,
Province of New Brunswick,
Fredericton, N. B.

Sir:

I have the honour to submit a report of "J" Division, Royal Canadian Mounted Police, which by contract polices the Province of New Brunswick, for the calendar year 1957.

ORGANIZATION

GENERAL:

During the period under review the number of Sub-Divisions in the Province of New Brunswick remained unchanged, while the number of detachments was reduced by the closing of Tracadie Detachment on 23 Jun 57. The arrangement made that the Tracadie area be policed from Shippegan and Caraquet Detachments has proven to be generally satisfactory with administrative changes being under review.

Later in this report statistics will show an upward trend in Criminal Code and Provincial Statute investigations during the year. I find it necessary to report that members of the Division, particularly those on detachments, have worked a great number of hours in excess of what is considered optimum on a permanent basis. It is more than likely that action will be taken during 1958 with a view to the strengthening of certain of the more hard pressed detachments.

The authorized establishment of personnel employed by the R.C.M. Police, exclusive of officers, is:

By Agreement with the Province of New Brunswick		160
Town contracts		33
	Total	193
Plus 10% differential and increment supplied by the Government of Canada		27
	Total	220

The actual strength of the personnel employed by the R.C.M. Police, exclusive of officers in "J" Division on 31 Dec 57, is exactly in accordance with the above figures.

In addition to the 220 uniformed members and emplcyed civilians, there are five Officers in New Brunswick. One N.C.O., four Constables and seven Special Constables are attached from other Divisions. With the 24 Civil Servants this makes a grand total of 261 as outlined in Appendix "A" which includes the location of detachments as of 31 Dec 57.

TOWN CONTRACTS:

The seven municipalities formerly policed by this Force renewed their contracts in 1957 for the services of the R.C.M.P. to police their towns; the only changes being that the new agreements for the towns of Chatham and Newcastle specify the services of five men each instead of the four men previously under contract. In addition, following completion of negotiations, a Town Detachment was opened at Oromocto on 1 Jun 57 consisting of two members. The towns now policed by this Force in the Province of New Brunswick are as follows:

Campbellton.....	2 NCO's,	7 Constables
Chatham.....	1 NCO,	4 Constables
Dalhousie.....	1 NCO,	3 Constables
Newcastle.....	1 NCO,	4 Constables
Oromocto.....	1 NCO,	1 Constable
St. Andrews.....		1 Constable
St. Stephen.....		3 Constables
		1 Special Constable
Sussex.....	1 NCO,	2 Constables

HIGHWAY PATROL:

During the year the number of men employed on Highway Patrol was increased from 17 to 26. It has been recommended that a further increase of five be effected as soon after 1 Apr 58 as the Force can supply the men. If the full increase of 14 is supplied, it is my understanding that the Province will be billed for 11 after 1 Apr 58.

Water transport has been augmented by the purchase of three new boats, two outboard motors and two boat trailers for the transporting of this equipment to trouble areas. One boat was purchased as a replacement for similar equipment worn out.

During 1957 our patrol boat "Interceptor" was replaced with a new craft named the "Detector". This detachment class patrol boat is 65 feet in length and is powered by a 406 HP Diesel engine. It also carries on board a 15'4" Paceship and a 15'10" skiff. This new boat will do work mostly of a preventive nature, searching of ships and enforcement of the Canada Shipping Act.

Five additional fully equipped highway units have been placed into service in recent months and the Division automobile strength now stands at 79 of which 58 are radio-equipped. Four additional radio units are on order and shipment is expected shortly.

Twenty-seven cars were traded in for new vehicles and seven more are in the process of trade-in.

During the year changes in personnel took place in the Communications Branch. A new technician was employed at the Moncton Sub-Division Headquarters replacing the former technician at that point. An N.C.O. responsible for all communication matters has been added to the strength of the Branch. This N.C.O. is stationed at the Divisional Headquarters, Fredericton, N. B.

At the present time 74% of all motor transport in the Division are equipped with three-way radio. 74% of all detachments are equipped with fixed station radio installations. It is expected that in a very short time the installation of five additional mobile units, presently pending receipt, will increase to 80% the total number of radio equipped transport in the Division. The new police boat "Detector" is equipped with radio equipment operating on the Force's main FM frequency as well as a marine radio installation.

Distribution of police transport is shown in Appendix "B" to this report.

Personnel engaged on active enforcement may be regarded as broadly divided into two main branches according to the nature of the duties performed; i.e., investigative and the supporting services.

The general public is most aware of the former, since it is the personnel in the field engaged in enquiries who, charged with the enforcement of the Statutes, are in daily contact with those whose problems are our concern.

Since detachment personnel are the key to the efficient execution of an enforcement program, it is of vital importance they be provided with all the means whereby their efforts will yield successful results.

To this end all possible technical and specialized aids in the fields of science and communication are made available by means of local or centralized facilities.

Brief reference is made hereunder to the more frequently employed services:

The Police Service Dog "Ranger" is more widely known for the assistance rendered in searches for lost or missing children or hunters in wooded areas, however, major advantages accrue by using Police Service Dog "Ranger" in the tracking of escapees from penal institutions.

Centrally located at Moncton with his Dogmaster, transportation by a specially appointed panel truck makes it possible to avoid delay in responding to calls for assistance from any point within the province.

The specialized training which "Ranger" receives well qualifies this valuable aid for searches of every type whether in the criminal or non-criminal field.

Identification Sections - A continued advantage derives from having specially trained members of the Identification Sections available at all times at Fredericton, Moncton and Saint John. Whilst this does not preclude the development of similar skills amongst detachment personnel, the use of specialists affords the investigator greater

freedom of movement during an enquiry. The team thus formed is in a position to act with greater dispatch, a frequent requirement where criminals are at liberty to quickly change their scene of operations. The technical subjects most frequently involved comprise Photography, Fingerprinting, handling of exhibits and preparation of plaster casts.

These measures not only concern the processes necessary to establish responsibility for the commission of an offence or to eliminate innocent persons, but also ensure the preservation of evidence for later presentation in court. To an increasing degree they are also employed in the administrative field. As the need arises extension of the facilities of the Sections are carefully considered that the services may be improved and extended.

Crime Detection Laboratories - During the year the Crime Detection Laboratory forecast in a previous report was opened at Sackville. Established to serve the Divisions of the Force in the four Atlantic Provinces, the facilities are also available to all police forces in New Brunswick, Nova Scotia, Newfoundland and Prince Edward Island.

Prior to 1957 it was necessary to submit questioned material to either Ottawa or Regina for examination by the Laboratories at those points and this had a tendency to reduce the number of cases in which the employment of scientific assistance was justified. There has therefore been an increase in the number of cases in which technical aid has been invoked and the specialists have had frequent occasion to appear as expert witnesses before courts within and without the province.

Where the need arises for recourse to specialists in subjects not available at Sackville, arrangements are made through that unit for the necessary assistance.

The Central Fingerprint Section - situated in Ottawa is, as the name denotes, the main bureau through which pass all fingerprints. It provides not only up-to-date information on criminals within the Dominion but also maintains liaison with outside forces, acting as a clearing house in all phases of law enforcement.

This Section, in conjunction with

The Single Fingerprint Section,

The Crime Index and Photograph Sections, and

The R.C.M. Police Gazette, Ticket-of-Leave and Firearms Branch,

operates under the Identification Branch. They provide an important source of reference and the channel through which reliable material pertinent to law enforcement is made available to all police forces.

The Highway Patrol Units - Originally created to assist detachments by dealing specifically with highway and traffic conditions, the Highway Patrol Units are assuming an increasingly important role in our enforcement program. Their greater flexibility of movement, detailed knowledge through special training, and the selective measures adopted in choosing members for these duties, have increased interest

in highway safety. Although the results that have attended their efforts are gratifying, it remains a matter of concern that the number of personnel engaged on these duties does not permit full coverage of the highways.

CRIME

The statistics shown hereunder in a comparative table relate to investigations undertaken by the Force during the period 1 Nov 47 to 31 Dec 57 for which "J" Division is directly responsible.

The table does not include

(a) enquiries conducted for other authorities, or,

(b) statistics pertaining to any phase of preventive police work.

YEAR	INTOXICATING LIQUOR ACT	MOTOR VEHICLE ACT	GAME ACT	CRIMINAL CODE
1947-48	3,322	1,420	41	3,417
1948-49	3,395	1,901	48	3,746
1949-50	3,115	2,101	40	3,404
1 Nov 50 to 31 Mar 51	1,241	580	24	1,091
1 Apr 51 to 31 Mar 52	3,495	2,900	34	3,402
1 Apr 52 to 31 Dec 52	2,562	5,006	49	3,025
1953	3,331	7,484	37	3,678
1954	3,007	5,294	50	3,734
1955	3,478	9,859 ø	44	3,620
1956	3,676	6,766 ✱	37	4,053
1957	4,139	9,898 ≠	31	4,622

ø Includes 5,602 written traffic warnings.

✱ Does not include 29,120 verbal warnings given in respect to minor violations.

≠ Does not include 30,291 verbal warnings given in respect to minor violations.

Comparison of the statistics for the years 1956 and 1957 is the subject of comment under the various headings to which they pertain.

1 JAN 57 TO 31 DEC 57

GROUP 1 NEW BRUNSWICK	Complainant declined to prosecute	Negative searches and complaints unfounded	Further investigation unwarranted	Handed to Department concerned	Warrants Unexecuted	Withdrawn	Convicted	Dismissed	Awaiting Trial	Still Under Investigation	TOTALS
Offences against Public Order Part II - C.C.	2		16	3			11	3	1	8	44
Offences against administration of Law and Justice Part III - C.C.	75		2			8	112	5	8	5	215
Sexual Offences, Public Morals and Disorderly Conduct - Part IV - C.C.	17	5	4			27	295	20	10	5	383
Disorderly Houses, Gaming & Betting Part V - C.C.	1	1	1				5				8
Offences against the person and reputation (Part V - C.C.)	5	3	42	297	1	97	1023	85	67	36	1656
Offences against the person and reputation Part VI - C.C.		1		27		3	9	1	7	1	49
Offences against rights of Property - Part VII C.C.	384	19	495		3	67	578	30	31	298	1905
Fraudulent transactions relating to contracts and trade - Part VIII C.C.		1				1					2
Wilful and Forbidden Acts in respect of certain property Part IX - C.C.	78	6	39	3		22	113	10		42	313
Offences relating to Currency Part X - C.C.			4							3	7
Attempts, Conspiracies, Accessories, Pt.XI-CC	3		4	1		2	5		2	7	24
Punishments, fines, forfeitures, costs & restitution of property, Pt.XX-CC	1					1	3		1		6
Summary Convictions Pt XXIV-CC						2	8				10
TOTALS	566	36	607	331	4	230	2162	154	127	405	4622

The statistics pertaining to investigations opened under the Criminal Code reflect the upward trend over a period of years. In comparison with 1956 this increase represents 14% and over a ten year period approximately 35%. Convictions arising from cases opened in 1957 have risen to 47.8% as compared with 42.6% in 1956.

The incidence of criminal acts committed by juveniles continues to rise. In 1956 there were 276 juveniles concerned in 145 offences. During the year under review there were 304 children involved in the commission of 174 offences. This serious situation which is a constant source of concern has frequently been aggravated by the extreme youthfulness of the children concerned.

The table shown hereunder deals with the principal offences against the person during the years 1955, 1956 and 1957.

	1955		1956		1957	
	Cases	Convictions	Cases	Convictions	Cases	Convictions
Murder.....	4	0	2	0	4	1
Attempted Murder....	2	2	3	0	0	0
Manslaughter (Not including motor Manslaughter).....	2	1	0	0	2	2
Criminal Negligence & Hit & Run Driving	164	106	158	112	162	108
Criminal Negligence	0	0	13	1	24	2
Driving while intoxicated and impaired driving...	500	458	472	412	585	515
Assaults (all).....	310	187	294	192	363	224

Murders and Attempted Murders:

The four homicidal attacks investigated in 1957 disclose no particular trend insofar as motives are concerned. Three prosecutions have resulted from these cases. One conviction for murder was recorded, one conviction for manslaughter and of the other cases one is still before the court. The remaining homicide was immediately followed by the death of the party responsible through self inflicted wounds. There were no investigations occasioned through attempts to murder.

Manslaughter:

In both instances recorded the convictions for manslaughter arose from charges of murder. Reference to one is made above in the comments on murder. The remaining conviction arose from a capital charge held over from 1956.

Criminal Negligence (Criminal Code Sections 192 & 193)

In all fatalities and cases where bodily harm is inflicted, the full circumstances are considered to determine whether they involve culpability on the part of any person.

More frecuently such cases arise from motor vehicle accidents and negligence in the handling of firearms. Decisions as to prosecutions under these sections derive from consultation with the Attorney General's staff and this ensures observance of a uniform policy whilst giving full consideration to the individual circumstances of each case.

The 24 investigations dealt with under this heading concern; 13 car accidents involving 12 deaths and three instances of injury; seven hunting accidents involving three deaths and five woundings; three cases involving the deliberate misuse of firearms, two woundings resulting. The remaining case concerns the setting of a trap on a pathway resulting in injury. Thirteen cases are presently under investigation or awaiting trial.

The reluctance of juries to convict previously observed in cases of motor manslaughter appears to have extended to this particular field.

Offences arising from the operation of motor vehicles:

It cannot be overemphasized that the prevention of violations on our highways is the key to highway safety. Despite the efforts of the various public and private organizations to publicize this message, there still exists an unfortunate attitude amongst a portion of the motoring public that accidents are bound to happen. This is not our experience and thus we are impelled not only to maintain preventive coverage of the highways, but to extend it by all means within the limits of our resources.

The detection of offences and corrective action taken are therefore only part of the overall program but must be used as a guide in planning preventive measures. This phase is covered in my remarks dealing with the Motor Vehicle Act enforcement.

It is considered that the offences dealt with under the Criminal Code represent the more flagrant type of violation and involve the complete disregard for the lives and safety of others. This alone would call for stringent action; however, in the case of drivers who operate their vehicles whilst under suspension there is the added factor that they have deliberately ignored the fact they were removed from the highway for cause.

There were 205 enquiries of this nature and 173 convictions recorded for driving whilst disqualified.

It is evident from the comparison between convictions for driving whilst intoxicated (46) and driving whilst ability was impaired (469) that many violators are prepared to be dealt with under the latter in order to avoid the mandatory gaol sentence.

Assaults:

The rise in the number of cases of assault investigated during the period is not considered as indicating any particular trend.

Crimes against Property:

The number of cases in which recourse has been made to Criminal Code Section 421(3) both within and without the province tends to emphasize the tendency of the criminal element to extend their field of operation. In consequence of our

geographical position our highways provide a link between the Maritime Provinces, the more westerly provinces and the U.S.A. It is therefore of importance to know what criminals are travelling eastward and westward, since in their passage through New Brunswick to other points we are frequently the intermediate target. Through the medium of night patrols and radio-communications every endeavour is made to guard against such activities. There is one advantage derived from this situation and this is closer co-operation amongst police forces to meet and deal with the "hit and run" type of offender.

In its local aspect one trend has developed to a considerable degree. Escapees from penal and corrective institutions have shown a marked tendency to commit offences, not merely in respect to motor vehicles with which to flee the scene, but more often in respect to stores and dwellings where clothing, supplies and money were available. This trend has by no means been confined to adult escapees, and is frequently not attended by prosecution, the complainants declining to prosecute.

Thefts from large construction undertakings have been somewhat heavy and resolve into two classes. In one class the goods are taken for resale and in the second for use in home improvements by the offender.

Considerable effort has been necessary to deal with the thefts of metal, the so-called scrap taken frequently involving valuable machine parts. It is considered that the recently introduced Salvage Dealers Licensing Act will assist in reducing the incidence of this type of offence.

The protection of unwatched summer cottages has been continued by patrols and this activity has been of assistance in reducing their vulnerability. It will be appreciated that such surveillance has to be controlled in view of our manpower limitations.

The following table affords a comparison of cases reported under this heading during the past three years:

	1955		1956		1957	
	Cases	Convictions	Cases	Convictions	Cases	Convictions
Robbery.....	7	1	8	4	12	5
Breaking, Entering and Theft.....	574	129	809	171	843	240
Safebreaks and Attempted Safebreaks	10	0	17	4	11	5
Arson.....	36	5	32	7	31	1
Thefts.....	678	169	808	208	923	282

Arson:

This title is used in classifying to cover all fires into which an investigation is conducted by this Force. It does not therefore convey the number of cases in which arson was actually disclosed.

General:

The trend of complainants to decline to enter prosecution in cases involving the rights of property declined to 20.15%. This feature has been influenced to some degree by the number of cases where, due to special circumstances, authority has been granted to have prosecution entered by members of the Force.

During 1957 there has been marked usage of the provisions of Criminal Code Section 421(3) to deal with criminals who committed offences outside the jurisdiction in which they were subsequently apprehended.

PROVINCIAL AND MUNICIPAL LAWS

Shown hereunder is the disposition of all offences investigated under the Provincial Statutes during the period 1 Jan 57 to 31 Dec 57, in comparison with the 1956 totals.

1 JAN 57 TO 31 DEC 57

GROUP 1 NEW BRUNSWICK	Complainant declined to prosecute	Negative searches and complaint unfounded	Further investigation unwarranted	Handed to Department concerned	Withdrawn	Warrant Unexecuted	Convicted	Dismissed	Awaiting Trial	Still under investigation	TOTALS	1 Jan 56 to 31 Dec 56 TOTALS
Adultery Act												2
Childrens Protection Act					2		10		1		13	12
Deserted Wives & Children Act			1		9		24	2	2	3	41	31
Game Act	2						19		4	6	31	37
Gasoline Sales Act							3				3	5
Highway Act			1				7				8	10
Children of unmarried parents Act					10		19	3	6		38	23
Intoxicating Liquor Act	2	678	23	294	18		3056	14	32	22	4139	3676
Mining Act			1								1	
Motor Carrier Act												1
Motor Vehicle Act	11	2	32	30316	38		9611	103	64	12	40189	35886
Parents Maintenance Act												4
Peddlers Act	1										1	
Provincial Hospital Act	1		1				3	2		1	8	1
Pharmaceutical Act				1							1	
School Act							5				5	
Security Frauds Prevention Act		1	1								2	
Towns Act												6
Municipal Act				1853	2		1300	5			3160	987
TOTALS	17	681	60	32464	79		14057	129	109	44	47640	40681

The increase in cases handled represents 17.1% and is reflected in both the Intoxicating Liquor Act and Motor Vehicle Act. The duties performed under our town police contracts have also increased proportionately.

Motor Vehicle Act and Highway Conditions:

In the planning of highway safety programs every effort is advanced in an endeavour to secure uniformity in enforcement. This aim, which incidentally leads to a higher level of efficiency amongst personnel engaged on highway duties, has, as its foundation, the creating of an awareness by motorists of the conduct required of them. It is felt that the extent to which uniformity is accomplished in legislation, enforcement and administration will be reflected in the efforts to create safer highways. This factor has been highlighted in our educational phases either through personal contact with the public or the medium of releases through the press and radio. It has, in addition, been the theme of the various courses and conferences attended by highway traffic personnel. The need constantly exists to review methods of enforcement and the results obtained from them not from the viewpoint of merely adjusting them to current conditions, but rather in anticipation of the problems experience leads us to expect.

It was in this field of enquiry that saturation enforcement was planned for the Labour Day weekend. Primarily the exercise was preventive and in this it was successful. Equally important, however, was the study of the effects on the motoring public who encountered patrolmen at regular intervals over an extended period and could observe the deliberately planned unprotected areas. Since there was no prior publicity given the scheme public reaction, which was very favourable, was based entirely on personal experience. At the same time highway conduct was not changed through knowledge of the measures planned.

It was demonstrated quite clearly that accidents can be drastically reduced by sustained patrols and that a cumulative effect remains in the areas so policed. This effect, however, diminishes rapidly following the withdrawal of the patrols.

The exercise involved the use of 100 members and could, quite obviously, not be operated over an extended period due to the limitations of manpower. It was indicated that to maintain coverage of the major highways sixteen hours per day on a comprehensive basis would require the use of 48 patrolmen employed exclusively on highway traffic duties. We expect to have 30 men actively patrolling after April, 1958.

In order to create safer driving conditions the personnel presently engaged on the highways have two courses of action at their disposal in dealing with violators:

(a) punitive measures in dealing with violations which are prone to create circumstances more frequently leading to accidents, or,

(b) preventive action to correct minor faults.

The former (a) is shown in the enforcement statistics. The latter includes the issuance of verbal warnings and educational contacts. It would be impossible to state the full preventive effect of the verbal warning system, but the number of warnings issued will give some measure of the extent to which efforts were made to secure public co-operation in the preventive field.

It cannot be overlooked that pedestrians play an important part in highway safety and it has therefore been necessary to devote considerable time to developing interest in this field. Through the medium of talks delivered at schools, Home and School Association meetings and service clubs members have endeavoured to impress on those contacted the measures pedestrians should adopt to ensure safety whilst walking on the highways.

Shown hereunder are comparative statistics relating to the duties performed on the highways during the years 1955, 1956 and 1957:

	1955	1956	1957
Cases Handled.....	9,859	6,766	9,898
Convictions.....	4,076	6,536	9,611
Voluntary Penalties (Included in convictions).	2,485	4,022	6,526
Voluntary Penalties (Amount collected).....	$24,797	$41,483	$61,793
Motor vehicles checked and found in good working order.....	48,800	54,979	87,337
Highway Patrols.....	18,548	16,408	22,356
Highway Traffic Warnings (Written).....	5,602	----	----
Highway Traffic Warnings (Verbal).....	----	29,120	30,219
Fatal Accidents.....	110	116	114
Non-fatal accidents.....	3,365	2,813	2,887
Drivers Tests.....	9,523	11,430	9,358

The actual cases handled in 1955 exclusive of written traffic warnings comprised 4,257 investigations of the same type as those shown under "cases handled" in 1956 and 1957. The level of enforcement in the two last mentioned years rose respectively 59% and 46%. It is not considered that a comparison between the written and the verbal warnings can be based on factual grounds since the former involved a punitive measure whilst the latter is entirely a preventive measure.

It is of note that 6,526 of the cases recorded as convictions were concluded with the acceptance of voluntary penalties to the amount of $61,793. From the police viewpoint

the voluntary penalty system is considered a most important feature of the enforcement program. If it were necessary to bring each violator before the court we could anticipate serious reduction in the present level of highway coverage; repeated delay in having some cases dealt with due to the place of residence of violators in relation to the place of offence; inconvenience to non-resident violators and heavy dockets constantly facing the courts. It is true there are some disadvantages attendant upon the system, but these are principally of an administrative nature and much has been done to reduce these to a minimum in the past year.

Accidents, Deaths and Injuries on the Highways during 1957:

The results which attend our highway program are the subject of continual critical review to determine whether or not it is accomplishing its purpose. To this end we must therefore have reference to all the factors which indicate improvement or deterioration of highway conditions.

In 1956 detection of violations for every 100 accidents amounted to 244. This was increased in 1957 to 361 - a 48% increase.

In 1956 preventive measures included 29,120 verbal warnings and the checking of 54,979 vehicles. These totals were respectively increased by 3.8% and 58% in 1957 to 30,319 verbal warnings and 87,337 vehicles.

Active enforcement on the highways under the Criminal Code and Motor Vehicle Act climbed from 7,503 cases to 10,849 - an increase of 44.6%.

From the latest figures available it appears that the following increases occurred in drivers and vehicles in 1957:

	1956	1957	Increase
Drivers.....	124,761	148,395	18.8%
Vehicles.....	115,608	116,606	0.86%

As there is an increasing number of licensed drivers to registered vehicles it must be assumed that the latter are more frequently in use by two or more persons and consequently spend more time on the highways. In face of this situation accidents have risen 2.46% from 2,929 in 1956 to 3,001 in 1957. During the same period of time fatal accidents decreased to 114 (from 116) and fatalities to 133 (from 135). The incidence of multiple fatalities remains relatively constant.

With respect to injuries, statistics show there were in 1957, 370 major and 1,058 minor, the combined total representing an increase of 7.7%.

From these factors it is obvious whilst continued effort will be required to combat the highway toll, considerable progress has been made in stemming the rate of increase in accidents.

The table hereunder discloses the causes in respect to the 133 highway fatalities in 1957 in comparison with 1955 and 1956.

	1955	1956	1957
Persons receiving major injuries	385	387	370
Persons receiving minor injuries	772	938	1,058
Fatalities arising from accidents	123	135	133
Persons involved	1,280	1,460	1,561

TABLE OF CAUSES - FATALITIES

	1955	1956	1957
Railway Crossings.....	4	7	Nil
Careless Drivers.....	7	2	7
Physically impaired drivers.....	2	Nil	Nil
Tractors and other motor vehicles going out of control.....	1	Nil	7
Driver falling asleep at wheel...	4	3	5
Driver losing control due to excessive speed, etc.....	36	33	42
Criminal negligence of driver, Manslaughter, Hit & Run, Reckless Driving, Drunken Driving, etc...	5	20	17
Intoxicated Pedestrian.....	2	5	3
Careless Pedestrian.....	1	17	6
Children Playing, running into path of vehicle, etc.....	33	28	24
Faulty mechanism, blowout, etc...	11	2	2
Undeterminable accidental causes.	1	4	5
Road and weather conditions, inadequate markings.....	9	6	4
Careless bicycle and motorcycle rider.....	1	3	2
Improper parking, unlighted vehicles, etc.....	1	Nil	1
Passengers boarding, alighting from, falling off moving vehicles	4	4	5
Unpreventable miscellaneous causes	1	1	3
TOTALS	123	135	133

Two significant causes are of particular note; i.e., drivers falling asleep at the wheel and drivers losing control due to excessive speed. So frequently are these acts interrelated that they may be regarded jointly as the acts of irresponsible operators. In many instances these incidents have fortunately involved only one vehicle, but this cannot be attributed to the foresight of the driver. Reference has been made elsewhere in this report to the other principal causes noted above. This however might be added, the bulk of these fatalities would never have occurred if proper care had been exercised.

Intoxicating Liquor Act:

The detailed attention afforded the enforcement of this Statute derives from the policy established in consultation with the Department on the basis of rulings and experience. Investigations, convictions and preventive action in the form of searches all show a decided increase, whilst adverse judgments show a decline. In dealing with known or suspected violators it has been necessary to judiciously employ restriction orders.

Municipal Policing:

The statistics under this heading show an increase in the cases where punitive action was taken and include, for the first time 1,853 instances where warnings were issued as a preventive measure.

Non-Criminal Investigations, etc.:

In the preceding paragraphs of this report coverage has been generally confined to the duties in which we have a primary responsibility. The following comments deal briefly with that phase of our endeavours accorded the general term "assistance".

For the purpose of classifying work performed, three major statistical groups are utilized. In the first are placed those breaches of the Statutes which it is our responsibility to investigate. The second group deals with non-breaches of Statutes, investigations for, or assistance to, Provincial or Municipal Authorities, the general public, other police forces and British and Foreign Authorities. Matters of purely administrative control not requiring investigation are placed in the third group.

The extent to which duties developed in each group in 1957 is shown in comparison with the two preceding years:

	1955	1956	1957
Group 1 -- Provincial	14,432	40,681	47,640
Criminal Code	3,620	4,053	4,622
Group 2	66,685	89,866	127,233
Group 3	19,258	6,216	6,918
	103,995	140,816	186,413

Increase in volume of cases handled over 1956..... 45,597

Included in Group 2 cases are the following examples of assistance rendered to Provincial Government Departments:

	1955	1956	1957
Examination of drivers.....	9,523	11,430	9,358
Investigations for the Registrar of Motor Vehicles...	245	349	270
Motor Vehicle Privileges picked up for the Registrar of Motor Vehicles.....	1,100	729	667
Enquiries under the Intoxicating Liquor Act	440	493	577

The investigation of motor vehicle accidents and checking of motor vehicles are also recorded under this group:

Motor Vehicles checked..... 87,337

Motor Vehicle Accidents..... 3,001

The enquiries conducted as assistance to the general public totalled 192, whilst enquiries for lost or missing persons numbered 97.

The 22,356 special highway patrols conducted are included in the Group 2 cases.

Accidental and Sudden Deaths:

Noted hereunder are the causes of death in the cases investigated by members of the Force during the years 1955, 1956 and 1957:

	1955	1956	1957
Aeroplane Crash.....	12	4	13
Asphyxiation.....	11	10	5
Burns.....	5	5	7
Conflagrations.....	11	30	21
Drowned.....	39	34	39
Electrocuted.....	1	-	-
Exposure.....	2	2	1
Highway Fatalities.....	123	135	133
Miscellaneous Accidental causes	17	8	6
Homicide.....	7	2	4
Natural.....	49	60	58
Occupational.....	16	12	19
Railway fatalities.....	9	5	8
Shot (mistaken for game).....	2	3	3
Shot (accidental discharge of firearm).....	5	7	6
Suicide.....	20	17	12
Vehicles in yards and driveways.....	1	-	1
	330	334	336

It will be noted that these figures include highway fatalities, comments on which appear elsewhere in this report.

Distinguished Visitors:

His Excellency, the Rt. Hon. Vincent Massey, The Governor General of Canada, visited New Brunswick on 13 and 14 February and on the 22 May 57. While in New Brunswick His Excellency visited Sackville where he delivered the Josiah Wood Lecture at the Mount Allison University, and inspected a detachment of the 8th Princess Louise Hussars. On the occasion of His Excellency's visit during 22 May, he visited Sackville and St. Joseph where an address was delivered to the students and staff of St.Joseph's University. During these visits of His Excellency, the usual security measures were taken.

On 9 Jul 57 Premiers Smallwood of Newfoundland, Stanfield of Nova Scotia and Matheson of Prince Edward Island visited New Brunswick to attend a conference of the Premiers of the Atlantic Provinces in Fredericton. During this conference it was a signal honour to place a member of the Force on duty in the Provincial Legislative building.

Revenue Collected for the Province:

Revenue collected on behalf of the Province is strictly confined to Voluntary Penalties imposed under the Motor Vehicle Act. This is in conformity to established policy. Funds collected are deposited and transmitted to the Provincial Secretary-Treasurer by draft twice monthly, this involving the sum of $61,793.00 during 1957. No collections in any form are undertaken for the municipal authorities in respect to towns policed by this Force.

ADMINISTRATIVE

The total strength of the Division as shown in Appendix "A" comprises 261. My officers presently stationed in "J" Division are Inspector J.A.A. Thivierge, Officer in charge Criminal Investigation Branch; Inspector J. R. Roy, Officer Commanding Moncton Sub-Division; Inspector M. J. Keough, Division Personnel Officer; Inspector H. C. Russell, Officer Commanding Fredericton Sub-Division.

Changes in Commissioned Personnel:

During 1957 the following changes in commissioned personnel were made in the Province:

Superintendent L. Bingham assumed command of "J" Division vice Superintendent D. O. Forrest, transferred to "A" Division.

Inspector J. A. Couillard assumed command of Fredericton Sub-Division vice Inspector H. C. Forbes, M.B.E., transferred to "O" Division.

Inspector H. C. Russell assumed command of Fredericton Sub-Division vice Inspector J. A. Couillard, transferred to "A" Division.

Sub-Inspector C. A. Lougheed, commissioned from N.C.O. rank while serving in "J" Division, was transferred to "H" Division.

Presentation of Awards:

During 1957 Long Service awards were made to the following serving personnel in this Division:

Insp. J.A.A. Thivierge - Bronze Clasp & Star

Insp. J. R. Roy - Bronze Clasp & Star

Insp. M. J. Keough - Bronze Clasp & Star

11004, S/Sgt. A.W.F. Milrose - Bronze Clasp & Star

11251, Sgt. C. R. Bone - Bronze Clasp & Star

11855, Cpl. W. R. Beatty - Bronze Clasp & Star

11132, Cpl. C.A.E. Taylor - Bronze Clasp & Star

11803, Cpl. G. A. McDougall - Bronze Clasp & Star

12311, Cst. C. B. Egan - Bronze Clasp & Star

Courses attended:

During 1957 our personnel attended the following Courses:

Canadian Police College	- Rockcliffe, Ontario	- 2 members
Advanced Training Class #2	- Regina, Sask.	- 2 members
Advanced Training Class #3	- Rockcliffe, Ontario	- 3 members
1 year non-degree University Training - University of New Brunswick	- Fredericton, N. B.	- 2 members
Traffic Law Enforcement Course	- Evanston, Ill., U.S.A.	- 1 member
Traffic Patrolman's Course	- Fredericton, N. B.	- 25 members
Radar Training Course - University of New Brunswick	- Fredericton, N. B.	- 10 members
Motorcycle Training Course	- Fredericton, N. B.	- 9 members
Refresher Class A	- Fredericton, N. B.	- 20 members
Refresher Class B	- Fredericton, N. B.	- 20 members
Race Track Supervision Course	- Halifax, N. S.	- 10 members
Advanced Identification Class	- Ottawa, Ontario	- 1 member
Dogmaster's Refresher Class	- Sydney, N. S.	- 1 member
C.I.B. Investigational Training	- Fredericton, N. B.	- 2 members
C.I.B. Investigational Training	- Moncton, N. B.	- 3 members
First Aid Instructors Class	- Saint John, N. B.	- 3 members
First Aid Training	- Fredericton, N. B.	- 42 members

Rifle and Revolver Course:

The Annual Revolver and Rifle Course was held during the summer of 1957 and 194 members of the Division received training in the care and handling of firearms.

Recruits engaged in the Province:

Thirty-three residents of New Brunswick were engaged as recruits during 1957 and posted to training divisions of the Force.

Buildings and Accommodation:

1957 has seen considerable improvement in equipment both in respect to upkeep of present equipment, purchase of new equipment and quantity. A concerted effort was made to improve conditions and appearance of our police owned detachments and continual emphasis placed on repair and upkeep of buildings within the limit of funds available. Single men's quarters have seen improvement due to the supplying at many points of Vilas Maple dressers, night tables, chairs, etc.

One double married N.C.O.'s quarters unit, known as a "JJ" type, was completed and occupied during the spring of 1957 and is providing excellent accommodation for key personnel at Fredericton. This building was erected as it was in the interest of the Force to have men readily available to handle urgent police matters after daily office hours.

Building sites have been acquired at the following points:

Edmundston

Perth

Buctouche

Port Elgin

Moncton

and a land option is held for property at East Florenceville, Investigation of a building site is under way at Jacquet River.

Youth and the Police:

Members of the Division are encouraged to devote their time to the many youth programs carried out in this Province, and participate in the Boy Scout Association, lecture on highway safety, and project educational films to various boys' organizations and societies in the Province. Our members also act in advisory capacities in the organization of sport programs within the various towns and villages. All assistance, lectures, etc. of this nature are carried out by these members during their off-duty hours.

Co-operation:

In extending the appreciation of the Force to the officials of both the Dominion and Provincial Governments, the municipal and railway police forces, the press, radio and television facilities as well as to the many public spirited organizations, I am deeply conscious of the co-operation and assistance they have rendered. In all measures designed for the public welfare it is our sincere desire to reciprocate.

I have the honour to be
Sir
Your obedient servant,

L. BINGHAM, Supt.,
Commanding "J" Division

Encl.

APPENDIX "A"

ORGANIZATION AS AT 31 DEC 57

	Superintendents	Inspectors	Staff-Sergeants	Sergeants	Corporals	Constables	Special Constables	Civilian Employees & Civil Servants	TOTALS
"J" DIVISION HEADQUARTERS FREDERICTON, N. B.	1	2	2	2	9	13	4	29	62
FREDERICTON SUB-DIVISION H.Q. AND SECTION N.C.O.		1	2					1	4
Chipman Detachment						1			1
Doaktown Detachment					1	1			2
East Florenceville Detachment					1	4			5
Edmundston Detachment and Section N.C.O.				1	1	4			6
Fredericton Detachment				1	1	12			14
Gagetown Detachment					1				1
Grand Falls Detachment					1	1			2
Grand Manan Detachment						1			1
McAdam Detachment						1			1
Minto Detachment					1	2			3
Oromocto Town Detachment					1	1			2
Perth Detachment					1	2			3
Plaster Rock Detachment						1			1
St. Andrews Town Detachment						1			1
St. George Detachment					1				1
Saint John Detachment			1	1	3	16		3	24
St. Leonard Detachment						1			1
St. Quentin Detachment					1	1			2
St. Stephen Detachment				1		5	1		7
Woodstock Detachment					1	5			6
Attached Marine Unit				1		1	7		9
MONCTON SUB-DIVISION H.Q. AND SECTION N.C.O.		1	1	1	5	5		8	21
Alma Detachment						1			1
Bathurst Detachment and Section N.C.O.			1		1	5			7
Buctouche Detachment					1	1			2
Campbellton Detachment					1	5			6
Campbellton Town Detachment				1	1	7			9
Caraquet Detachment					1				1
Chatham Town Detachment					1	4			5
Dalhousie Town Detachment					1	3			4
Jaccuet River Detachment					1	1			2
Moncton Detachment				1	2	12			15
Newcastle Detachment					1	5			6
Newcastle Town Detachment					1	4			5
Port Elgin Detachment						1			1
Petitcodiac Detachment						2			2
Richibucto Detachment					1	1			2
Sackville Detachment					1	1			2
Shediac Detachment					1	1			2
Shippegan Detachment						2			2
Sussex Detachment					1	2			3
Sussex Town Detachment					1	2			3
Tabusintac Detachment						1			1
TOTAL NUMBER OF PERSONNEL IN "J" DIVISION ON 31 DEC 57	1	4	7	10	46	140	12	41	261

APPENDIX "B"

DISTRIBUTION OF POLICE TRANSPORT

"J" DIVISION

AT 31 DECEMBER 1957

	Police Cars	Highway Patrol Cars	Motorcycles	Panel Trucks	Trucks	Boats	Outboard Motors
Division Headquarters	2		12		1	3	2
F'ton S/Div. H.Q.	1						
DETACHMENTS							
Chipman	1						
Doaktown	1						
East Florenceville	2						
Edmundston	2	1					
Fredericton	3	3					
Gagetown	1						
Grand Falls	1						
Grand Manan	1						
McAdam	1						
Minto	2						
Oromocto Town	1						
Perth	2						
Plaster Rock	1						
St. Andrews Town	1						
St. George	1						
Saint John	5	3					
St. Leonard	1						
St. Quentin	1						
St. Stephen	3						
Woodstock	2	1					
Moncton S/Div. H. Q.	1			1		2	2
DETACHMENTS							
Alma	1						
Bathurst	2	1					
Buctouche	1						
Campbellton	2	1					
Campbellton Town	1			1			
Caraquet	1						
Chatham Town	1						
Dalhousie Town	1						
Jacquet River	1						
Moncton	5	3					
Newcastle	3	1					
Newcastle Town				1			
Petitcodiac	1						
Port Elgin	1						
Richibucto	1						
Sackville	1						
Shediac	1						
Shippegan	1						
Sussex	1						
Sussex Town	1						
Tabusintac	1						
TOTALS	65	14	12	3	1	5	4